

Amendments to the Claims:

Claim 1 (original): A narrow angle V-engine comprising:

- a plurality of cylinders (2) arranged alternately in two adjacent banks;
- a piston (3) installed in each cylinder (2);
- a combustion chamber provided for each cylinder (2);
- an intake port (20) which connects the combustion chamber to an intake manifold (50);
- an exhaust port (30) which connects the combustion chamber to an exhaust manifold (70);
- a crankshaft (6); and
- a con-rod (4) which connects the piston (3) and the crankshaft (6), characterized in that the intake ports (20) of the two banks are all configured so as to pass through one of the banks, the exhaust ports (30) of the two banks are all configured so as to pass through the other bank, and an angle formed by the two banks is set to eight degrees or less.

Claim 2 (original): The narrow angle V-engine as defined in Claim 1, characterized in that a single cylinder head (10) is provided for the two banks.

Claim 3 (currently amended): The narrow angle V-engine as defined in Claim 1 ~~or Claim 2~~, characterized in that when the engine is seen from the front, a position connecting the con-rod (4) and the crankshaft (6) is offset upward of a position at which the centerlines of the cylinders (2) of the two banks intersect.

Claim 4 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 3~~, characterized in that a crown face of the piston (3) is parallel with an upper face of a cylinder block (1).

Claim 5 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 4~~, characterized in that the piston (3) and the con-rod (4) are connected by a piston pin (5), and

the piston pin (5) is offset further toward the center of the engine than a centerline of the piston (3) and the cylinder (2).

Claim 6 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 5~~, characterized in that a skirt portion of the piston (3) toward the outside of the engine is longer than a skirt portion thereof toward the center of the engine.

Claim 7 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 6~~, comprising a collector (60) which communicates with the intake manifold (50), and into which the opposite end of the intake manifold (50) to the combustion chamber opens,

characterized in that the intake manifold (50) which is connected to the shorter intake port (20) of the intake ports (20) of the two banks extends to the interior of the collector (60) and is caused to open into the interior of the collector (60), whereby the length from the combustion chamber to the opening of the intake manifold (50) is equalized for all of the combustion chambers.

Claim 8 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 6~~, characterized in that a timing for closing the intake valve of the longer intake port (20) of the intake ports (20) of the two banks is delayed beyond a timing for closing the intake valve of the shorter intake port (20), whereby the intake efficiency of the two banks is equalized.

Claim 9 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 8~~, comprising injectors (80R, 80L) for injecting fuel into the air in the two banks respectively,

characterized in that the attachment positions of the injectors (80R, 80L) are varied between the two banks to equalize the distance from the combustion chamber to a fuel injection position for all of the combustion chambers.

Claim 10 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 9~~, characterized in that the length of a branch portion of the exhaust manifold (70) which is connected to the shorter exhaust port (30) of the exhaust ports (30) of the two banks is increased beyond the length of a branch portion of the exhaust manifold (70) which is connected to the longer exhaust port (30), whereby the distance from the combustion chamber to a confluence portion of the exhaust manifold (70) is equalized for all of the combustion chambers.

Claim 11 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 10~~, characterized in that the valve for opening and closing the port near the center of the engine in one of the banks and the valve for opening and closing the port near the center of the engine in the other bank are driven by a single camshaft (41).

Claim 12 (currently amended): The narrow angle V-engine as defined in ~~any one of Claim 1 through Claim 11~~, characterized in that the crankshaft (6) is set on a single plane at which all of the crank pins are coplanar.